

AMONG THE AUTOMOBILISTS

TECHNICAL MEN EXAMINE CARS ON OFF DAY.

Engineers and Designers Visit Madison Square Garden and Talk About 1911 Models and Machines That Were Displayed at Olympia Show in London.

There were a great many exhibitors, salesmen and others connected with the various exhibits of cars and accessories who visited Madison Square Garden yesterday. The general public was not admitted. The men in charge of the exhibits followed the time honored custom of going around and examining the cars of the other firms that are being displayed in the Garden, after first seeing to it that their own exhibits were in order for the first all day session of the show, which begins at 10 o'clock this morning.

Prominent among the visitors yesterday were a great many designers and engineers of factories whose cars were shown in the Grand Central Palace last week, these men going into the building with the designers or engineers of firms that will show their cars for the coming week in the Garden. Many designers of cars shown in the Palace have remained in the city while the others from their factories have gone back to their homes, as the Society of Automobile Engineers is to hold a meeting here next Thursday and the engineers preferred to remain here until then.

Some of the discussions the groups of engineers had in the Garden yesterday were very interesting to any one who had followed the progress of the industry, as a great deal of the talk that went on around the 1910 models was of plans and designs that have already been made for cars that will be produced for the season of 1911. Some of the men from the factories that have been established since the early days of the industry in this country declared they have finished the first experimental models of their new cars and are now having them put through hard tests over the roads in different parts of the country.

Several of the technical experts who were in the Garden yesterday had been abroad for the recent Olympia show in London, and there were many remarks heard comparing different features of the American cars with those of the British, French, German and Italian cars that were shown in the big London exhibition, which was the big show of the winter abroad, as the Paris Salon was not held this winter. Some of the men who had been abroad said they had expected to see more cars with the cylinders cast on blue and predicted there would be more of them at next winter's show, as the foreign makers are adopting the idea very generally.

There was quite a little work done yesterday in rearranging the exhibits of cars, as some of the exhibits had been hurriedly fixed up on Saturday night because the police had insisted that the doors be opened an hour before the scheduled time. A number of accessory men had to finish getting their exhibits into the Garden yesterday, as they had been delayed in getting all of their stock out of the Grand Central Palace after the American Motor Car Manufacturers Association annual show ended at 11 o'clock last Friday night.

The opening of the doors an hour ahead of time on Saturday night caused the White Company some embarrassment, as its men were trying to get their steam car into their space when the visitors began swarming into the building. They had to take the steam car out of the Garden, but it was installed in the White space early yesterday morning. The early opening of the doors on Saturday night and the enforced abandonment of the work of installing the automobile show had ever opened when there was no steam car on exhibition.

Fire Chief Croker visited the building yesterday and made inspection, accompanied by Col. George Pope and M. L. Downs of the fire department. The chief expressed himself as being satisfied with the precautions to prevent fires and stopped long enough to examine the chief's quarters in the Franklin space and the Pope-Hartford chemical wagon, which is to be used by the fire department of Somerville, Mass.

Col. Pope, chairman of the show committee, was one of the first arrivals at the Garden yesterday. He had planned to spend most of the day in the building, but was persuaded to be the guest of honor at a dinner given in his honor by his nephew Albert L. Pope, Charles E. Walker, Wilbur Walker and a few other intimate friends.

Frank Briscoe, president of the Brush Runabout Company, announced yesterday that a telegram from Madison Square informed him that the final award of the grand prize in the Minneapolis-Fargo automobile reliability tour held up for more than four months by the technical committee, had been made to the little Brush runabout driven by D. W. Kemp against twenty-four other cars.

This tour known as the "Little Circle" because the 60 mile journey was made over roads whose condition rivalled, if it did not surpass, the miserable trail which the contestants were forced to follow. The contest rules were more severe than any ever imposed in such an event and all of the cars entered on an even basis, under sanction from the American Automobile Association.

The Brush driver easily won the class for runabouts, receiving the Gregg trophy, and in the open event finished with a perfect road and technical score. Two Pierce-Arrows, a Packard and a Chalmers-Detroit also obtained perfect road and technical scores, but a protest by the drivers of two of the higher priced machines tied up the award until a thorough examination had been made of every part of the surviving cars and all the factors of engine and oil consumption, as well as weight carried, had been considered. The winning Brush was on an absolutely even basis on every point except speed.

That automobiles are going to prevent further extension of pneumatic tubes in the postal service and eventually will lead to the abandonment of the tubes now installed in Philadelphia and a few other cities, is the opinion of officials of the Post Office Department who have been considering the subject. These officials say that the automobiles now employed in the postal service in many cities are the best thing ever pneumatic tubes in that they can transport rapidly all classes of mail matter, while the tubes transport only express mail. The work of the automobiles over the short distances traversed in cities is of course not as rapid as that of the tubes, but the difference in time of transportation is of no great consequence practically.

The prediction is also made by officials of the Department that in time the automobile will be extensively used on "star mail routes" in country districts where there are good roads. Already in Texas and some other Western States offers have been made by the Department by which mail contractors to put in bids for the use of automobiles if the Department will give the proper encouragement. The contractors want the Department to advertise for bids for transporting the mails over certain "star routes" by automobiles exclusively. The Department cannot do this as yet because it has no assurance that motor vehicle service can be obtained at rates sufficiently low to warrant the Department in excluding the use of horse vehicles.

The election of officers for 1910 by members of the Quaker City Motor Club will be interesting as a four cornered fight for the presidency is promised by nominations made at the regular meeting this week. L. D. Berger, the present chief executive, G. Douglas Bartlett, P. D. Folwell and A. T. Jones were named.

The nominations for the other places are as follows: Vice-president, G. Douglas Bartlett and Charles J. Swain; second vice-president, A. T. Jones and P. D. Folwell; treasurer, J. F. Betz and J. Crawford Bartlett; secretary, Edward Lewis, A. T. Jones and A. C. Busby; and directors, G. Douglas Bartlett, P. D. Folwell, H. C. Dunlap, F. B. Jones, George M. Graham, W. S. Miller, H. K. Burk, Albert E. McElroy, G. Bilton, James, Richard Sellers, Percy C. Collett, J. Fred Betz, J. F. Betz, W. C. Jackson, J. Crawford Bartlett, Joseph L. Kier, Charles J. Swain, J. R. Overpeck, A. W. Miller, A. F. K. Worley, E. J. Kier, Lewis and A. C. Busby. Nine directors will be elected from these candidates. The election is to be held at the February meeting of the club.

At a recent meeting of members of the Oklahoma Farmers Union, B. F. Yankum, chairman of the Rock Island-Frisco system, made the following argument for good roads:

Another subject, important alike to the interest of the farmer and the railroad, is good roads. Your president, Mr. Yankum, has given this matter much thought, and the road laws you now have are largely due to his efforts. Good roads are rapidly becoming more of a science. They are a fair return upon the constantly appreciating capital of land and stock.

AUTOMOBILES.

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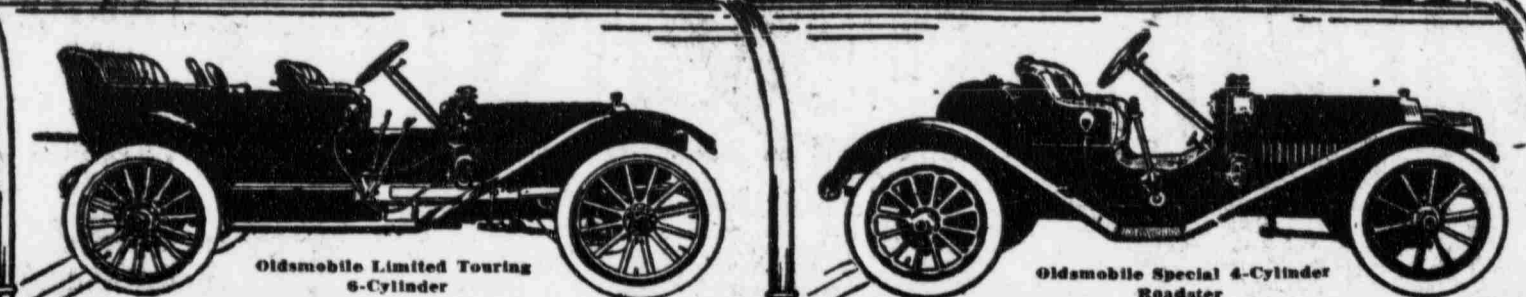
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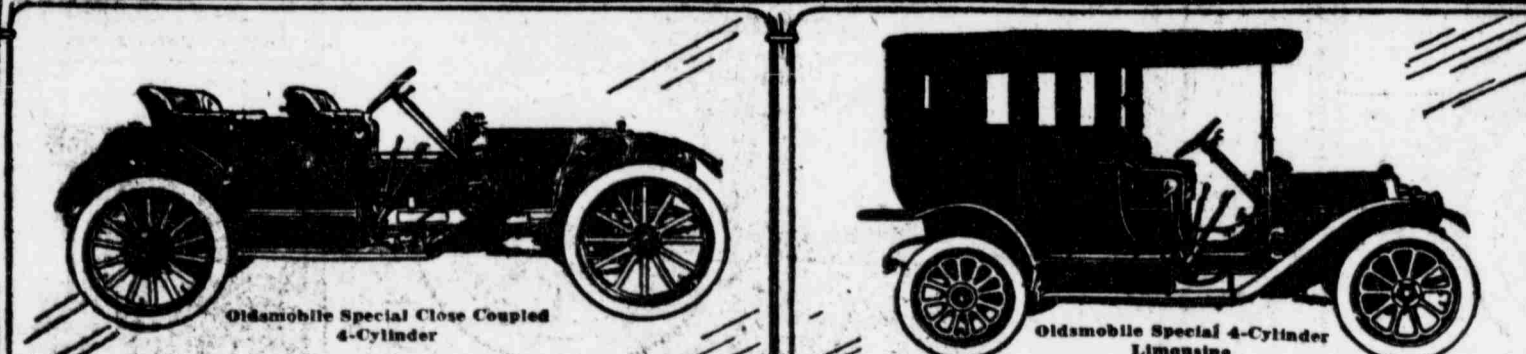
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1910 Oldsmobile



FATHER TIME'S PROUDEST MOTOR EXHIBIT



FATHER TIME'S PROUDEST MOTOR EXHIBIT



12th Year of Success

Back of every 1910 Oldsmobile there is the experience and reputation of years of successful efforts by the makers.

The refining process has progressed year after year until the 1910 Oldsmobile appears to leave little to be desired in all that makes for a satisfactory car. To this perfection of design and thoroughness of manufacture of the Oldsmobile add the organization we maintain here in New York for the benefit of our customers and you have a combination of product and service which makes ownership of an Oldsmobile solid comfort and genuine pleasure.

Oldsmobile Co. of N. Y., 1653 Broadway, at 51st Street
 Oldsmobile Co. of N. Y., 88 Washington St., Newark, N. J.
 Tri-State Supply Co., White Plains, N. Y.
 Horace Sague & Son, Poughkeepsie, N. Y.
 A. W. Blanchard, 342 Flatbush Ave., Brooklyn, N. Y.
 Iowa's Garage, Yonkers, N. Y.
 A. Zabriskie Company, Paterson, N. J.

crop per acre must be increased and the cost of hauling the grain to the station reduced. After the farmer has solved the question of soil treatment and methods of cultivation, there still remains the movement of the crop over the wagon roads to the railroad station. This expense the farmer must bear, and it enters into his cost of production just as much as cultivation, harvesting or ginning, and is a brand name which a greater saving can be made than in any other way.

"We have numerous instances where the construction of a railroad had advanced the value of farm lands from \$10 to \$50 an acre. We have also many instances where the improvement of the public roads have increased farm value from \$10 to \$50 an acre. Therefore, saying nothing about the relative comforts of a good road over a bad one, good roads are a splendid investment for a farmer.

"According to the office of public roads of the United States Department of Agriculture the average cost to haul a ton of farm produce one mile in this country is 25 cents. The American Encyclopedia tells us that similar service on European highways costs but 8 cents. We have as good roads as the farmers of Europe. It is the condition of the road that makes the difference. The public road states that on farm and mining products by having as good roads as those in Europe a saving could be made in the transportation of some of our products of \$20,000,000 a year, \$27,000,000 of which would be saved on the three products of wheat, corn and cotton."

Meeting of Waterways League.
 A meeting of the Waterways League will be held at 4 Nevins street, Brooklyn, tomorrow night to nominate officers for the year. All yachtsmen are invited to attend this meeting. More than 100 members have joined since December 1. The total membership now exceeds 800.

One More Vanderbilt Racer Wins.
 Special Cable Dispatch to The Sun.
 PAULS, Jan. 9.—The race for the Prix Blondin, run at Nice to-day, was won by Vanderbilt's Montevideo. Pfrzer's Algebras was second and Ricotti's Constancia third. The jockeys were Carrier, Defever and Sauval. There were eight starters.

College Athletics.
 In the football season charges and counter-charges of professionalism made by Purdue and Indiana resulted in each university losing a man from the team.

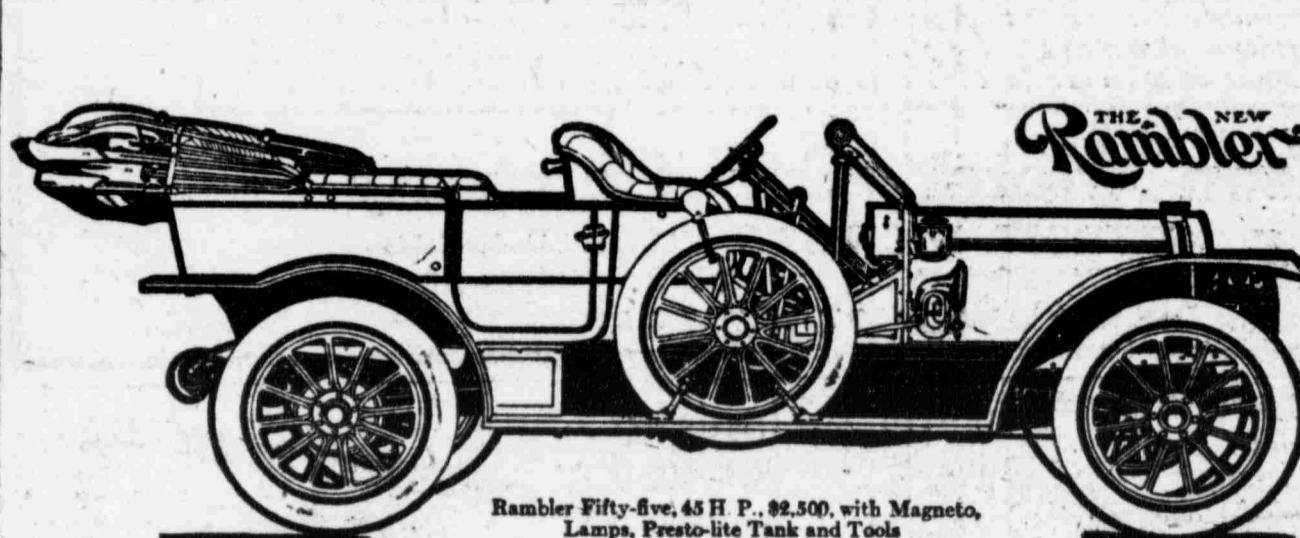
The athletic council at Pennsylvania has awarded medals to the five members of the gun team.
 Since Kinley in 1905 and Yale has had no man who was captain of the football team for more than one season. Bell in 1907, 1908 and 1909 was the last Princeton leader to have two terms.

"If all the varsity material in college will come out," says James A. Fen. Egan, the regular coaching coach, "and work as hard and faithfully as they have in the past, I will turn out a good crew, one of which the university will be proud to enter Chicago, but found out he couldn't get the engineering work there he was after."

Chess Notes.
 José R. Capablanca, the Cuban chess champion, who usually is successful in quick tournaments, was forced out in the third round of the rapid transit contest played at the rooms of the Rice Chess Club yesterday afternoon. Leon Rosen, the Russian expert, was the successful opponent of the brilliant Cuban in that round, and though the latter had obtained an advantage, he was defeated by a complicated position under pressure of the time.

The game being conducted at the rate of ten seconds for each move. Rosen won through the remaining rounds and captured first prize.
 G. H. Koehler, State champion of New Jersey, was re-elected president of the Rice Chess Club of Newark at the annual meeting held on Friday.

The other officers for the ensuing year are Nathan Hyman, vice-president; Hugo Glick, treasurer; H. Dreyfus, financial secretary; N. Rubin, corresponding secretary, and Frank Driscoll, team captain.



Rambler Fifty-five, 45 H. P., \$2,500, with Magneto, Lamps, Presto-lite Tank and Tools

THROUGH contrast with other similar products, emphasis is given to the quality of the new Rambler. Its distinction as a car of character is due to the selection, indifferent to cost, of the materials used and the finished skill applied in the making. Exclusively shown at the Rambler Building, Broadway and Sixty-second Street. Open afternoons and evenings. All dealers welcome.

Rambler automobiles, \$1,800 to \$3,750

The Rambler Automobile Company of New York
 Broadway and Sixty-second Street

Penn and Cornell Track Meet.

ITHACA, Jan. 9.—The Cornell and Pennsylvania track teams will hold a dual meet in this city this spring, the first time since 1905. Cornell also will have a track meet with Princeton. A dual regatta with the second crew of the University of Pennsylvania will be held on Cayuga Lake on Memorial Day or the Saturday before.

Harlem Rowing Club Members Dine.

The annual "officer's dinner" of the Harlem Rowing Club was held yesterday at the clubhouse. About 100 members sat down to the meal. President James F.

Clan MacDonald Wins.

By defeating the eleven of the Columbia Football Club at Macdonald Oval in Brooklyn yesterday afternoon the Clan MacDonald strengthened their position in the championship series of the New York Amateur Association Football League. The victory of the clanmen was gained by a score of 6 to 0, one goal in each period.

PIERCE LIMOUSINE

45 H. P., 37-05, seating seven, refinished, rebuilt and guaranteed like new. Also 66 "24" Brougham and 67-05 "30" Demi-Limousine. All three cars are exceptionally desirable. Sold, without commission, for account of customers who have purchased new Pierce Sides. Our representatives can be seen at the Pierce Exhibit during Madison Square Garden Show.
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 MACHINISTS wanted for printing press repair and related work. J. H. ALLEN & SONS, 100 N. 10th St., New York.

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PENNSYLVANIA Vacuum-Cup-Tread TIRES

Moulded with a series of large cup-shaped rubber knobs that exert a vacuum grip against all side-slipping tendencies, yet do not in the slightest degree retard the forward speed. In addition to its wonderful non-skid ability—the longest wearing form of tread ever devised.

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Unit Power Plant, Three Point Support—Valves in the Head, No Cages, Straight Line Drive—De Dion Lubricating System, Three Plate Clutch—Nickel Steel Springs, Crank Shafts, Transmission Shafts and Gears, Drive Shafts, Rear Axle Shafts—Fisk Tires and Demountable Rims—Standard Equipment—All Types Fully Equipped at the Selling Prices.

Five and seven passenger Touring Cars, Close Coupled, Tonnettaettes, Torpedo, Raceabouts and Closed Cars. Pioneer Builders of Fire, Police and 1 and 5 Ton Trucks.

40 and 50 H. P. 4-cylinder 60 H. P. 6-cylinder
 \$3,000 to \$6,000.

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 Gerard & Hall, Huntington, L. I.
 C. W. Vanstone, 65 Kossuth St., Bridgeport, Conn.

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Used and endorsed by the leading hotels, clubs and over the world. Geo. W. Hoffman, Mfg. Co., 100 Nassau St., New York City. 1 Park Row.

Automobile Advice To Residents of New Jersey

Whatever automobile you decide to purchase, it is decidedly to your advantage to get it of a New Jersey dealer. All cars need little adjustments and attention on the start, to which you are entitled, and it is most important that the New Jersey agent have an interest in the car.

In addition, all contracts with manufacturers require dealers to sell only in their own territory. You want a car title to your car.
 No Extra Charge for It.
 Advertisements for THE SUN and THE EVENING SUN may be left at any American District Messenger office in the city.